Rajyasevapravina G. Parameswaran Pillai : Sir, I may inform the honourable House that 52 cases have been detected and action taken during the last week.

President : We are severely handicapped in this matter. The same trouble arose in Madras. In cases where particular shop-keepers kept inaccurate accounts or did not give proper receipts or did not supply controlled articles, people were nervous of starting the elaborate process of going to the courts, giving evidence and all that. Now all that shyness has been conquered in British India. Why not that be done here also ?

DEMANDS FOR GRANTS—(*contd.*)

DEMAND XV—STATE TRANSPORT—(*contd.*)

Mr. K. A. Raman Pillai (*Municipal Councils*) : Sir, I was pointing out the other day the necessity for issuing through tickets from Trivandrum to Kottayam in ordinary buses also. Now, tickets in ordinary buses are issued only as far as Kottarakara and it will be only after a terrible ordeal and with very great physical exhaustion that the passengers will be able to gain admission into the bus either at Trivandrum or at Kottayam. Nobody will contend for the position that the journey in the buses is comfortable in these days of overloading and over-crowding, so that by the time these passengers reach Kottarakara they will be completely worn out. By the time the buses reach Kottarakara there will be a huge gathering waiting for the bus there and the unfortunate old passengers will be asked to get down at Kottarakara and they will have to enter into a fight with the newcomers who wait at the Kottarakara bus-stand. In the tussle that takes place it is quite possible that the new comers will get the better of the old passengers and some of the old passengers are likely to be stranded at Kottarakara. In some cases their purse may not also permit them to remain at Kottarakara for one day especially in these days of food scarcity. It will be a source of great hardship to those passengers. So I invite the attention of the department to the necessity of issuing through tickets from Trivandrum to Kottayam and *vice versa*.

Another point which I wish to bring to the notice of the Government is about the tarpaulin, that is, the water proof cloth intended to protect the luggage from the onslaughts of the rain. I do not know why most of these buses are not provided with tarpaulin. The luggage will be thrown over to the top of the buses and it will be exposed to rain. When the passenger gets down he will get a bundle of wet things and his bedding will certainly form part of the luggage. That will be soaked in water and he will be forced to use the wet bedding which will tell upon his health. It is therefore necessary that attention should be bestowed upon this matter also.

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Mr. M. Sultan Mahiadheen : സർ, ഈ ഡിമാൻറിനെ അനുകൂലിക്കുന്നതോടുകൂടി ട്രാൻസ്പോർട്ട് ഡയറക്ടരുടെ ശ്രദ്ധയിൽ ചില സംഗതികൾ കൊണ്ടുവരുവാൻ ഞാൻ ഉദ്ദേശിക്കുന്നു. യുദ്ധകാലമായതുകൊണ്ട് ആവശ്യമുള്ളിടത്തോളം ബസ്സുകൾ ഇപ്പോൾ കിട്ടാൻ വിഷമമുണ്ട്. അതുകൊണ്ട് ഈ സമയത്ത് ഓവർലോഡിനു നിവൃത്തി വരുത്തുവാൻ തൽക്കാലം വിഷമമാണെങ്കിലും ഇപ്പോൾ ഓടുന്ന ബസ്സുകൾ ശരിയായി ഓടുന്നുണ്ടോ എന്നുള്ള സംഗതി ഡിപ്പാർട്ടുമെൻറിൽനിന്നും പ്രത്യേകം അന്വേഷിക്കേണ്ടതാണ്. കഴിഞ്ഞ ആഴ്ചയിൽ തന്നെ ഞാൻ ഇങ്ങോട്ടു പോരുന്ന അവസരത്തിൽ നാഗർകോവിൽ തിരുവനന്തപുരം ലൈനിൽ അഞ്ചാറുബസ്സുകൾ ബ്രേക്ക് ഡൗണായി വഴിയിൽ കിടക്കുന്നതുകണ്ടു. ഓരോബസ്സുകളും പുറപ്പെടുന്നസമയം തന്നെ ധാരാളം ആളുകളെ കയറ്റിക്കൊണ്ടുപോകുന്നതുകൊണ്ട് ഇപ്രകാരം ബസ്സുകൾ വഴിയിൽ കിടക്കാൻ ഇടവരുന്നപക്ഷം അവയിലെ യാത്രക്കാർക്ക് ബുദ്ധിമുട്ടുണ്ടാകുമെന്നുള്ള സംഗതി ഞാൻ പറയാതെ തന്നെ ഊഹിക്കാവുന്നതാണല്ലോ. ചിലപ്പോൾ സന്ധ്യാകാലങ്ങളിൽ കുഞ്ഞുങ്ങളും സ്ത്രീകളും വഴിയിൽ കിടക്കേണ്ടതായിവരികയും ഒടുവിൽ വളരെ രാത്രിയായതിനുശേഷം ബസ്സിലെ സൽബന്ധികൾ തന്നെ ആഫീസിൽ അറിവുകൊടുത്തു സ്പെഷ്യൽ ബസ്സുകൾ വരുന്നതുവരെ ഇവർ ഇങ്ങനെ അവിടെത്തന്നെ നിന്ന് കഷ്ടപ്പെടുകയും ചെയ്യുന്ന സംഗതി ഞാൻതന്നെ കണ്ടിട്ടുണ്ട്. ബസ്സുകളുടെ കാര്യം അങ്ങനെയിരിക്കട്ടെ. അതിനെക്കാൾ കൂടുതൽ ശ്രദ്ധിക്കേണ്ടതു ഡിപ്പാർട്ടുമെൻറിലെ മെക്കാനിക്കുകളുടെ കാര്യമാണ്. ഈ മെക്കാനിക്കുകൾ ദിവസവും ബസ്സുകൾ ഗാരേജിൽ കൊണ്ടുവരുമ്പോൾ അവ ശരിയായവിധം നോക്കി ബസ്സുകൾക്ക് അപ്പോഴപ്പോൾ കാണുന്ന തകരാറുകൾ തീർത്തു അയയ്ക്കുന്നപക്ഷം ഇങ്ങനെ വഴിയിൽ ബസ്സുകൾ കിടക്കാതെ സൂക്ഷിക്കുവാൻ കഴിയുന്നതാണ്. ഇപ്പോഴത്തെ മെക്കാനിക്കുകളെപ്പറ്റി ഞാൻ ഒരു കഥകേട്ടിട്ടുള്ളതു പറയാം. അതു ശരിയൊ തെറ്റൊ എന്നു എനിക്കറിഞ്ഞുകൂടാ. ഒരിക്കൽ ഒരു ബസ്സിനെ കേട്ടു വരികയും അതിനെ ഗാരേജിൽ കൊണ്ടിട്ടു നന്നാക്കുവാൻ ഒരു മെക്കാനിക്കിനെ ഏൽപ്പാടു ചെയ്കയും ചെയ്തു. അയാൾ ആ ബസ്സുമുഴുവൻ നന്നാക്കിത്തീർക്കുന്നതിനു മുൻപ് അധികൃതന്മാർ ആ ബസ്സുതന്നെ അടുത്ത മുറയ്ക്കു ഓടിക്കണമെന്നു പറയുകയും, ഡ്രൈവർകേടുതീർക്കാതെ ബസ്സുകൊണ്ടുപോകാൻ നിവൃത്തിഇല്ലെന്നു പറഞ്ഞസമയം ബസ്സിലെ ഡ്രൈവറോട് ആ ബസ്സിനു ഇനി ബ്രേക്കു മാത്രം വച്ചാൽ മതിയെന്നും അതുകൊണ്ട് ഉടനെ വണ്ടി ഓടിച്ചുപൊയ്ക്കൊള്ളണമെന്നും ബ്രേക്കു അടുത്തബസ്സിൽ കൊടു

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ത്തയച്ചുകൊള്ളാമെന്നും ഒരുദ്യോഗസ്ഥൻ പറഞ്ഞിട്ടുള്ളതായും കേട്ടിട്ടുണ്ട്. ഇതെത്രത്തോളം ശരിയാണെന്ന എനിക്കു നിശ്ചയമില്ല. അങ്ങിനെയുള്ളവരും ട്രാൻസ്പോർട്ടുഡിപ്പാർട്ടുമെൻറിൽ ഉണ്ട്. ക്ലൃത്തൽ ബസ്സുകൾ ഇല്ലാത്ത സ്ഥിതിയുള്ളപ്പോൾ ഓടിക്കൊണ്ടിരിക്കുന്ന ബസ്സുകളെങ്കിലും നല്ലനിലയിലാക്കിത്തീർക്കുന്നതിനു ഡയറക്ടർഅവർകൾ ശ്രദ്ധിക്കണമെന്നാണ് ഞാൻ പറയുന്നതു്.

അടുത്തതു് മൂട്ടയെപ്പറ്റിയാണു്. ബസ്സുകൾ എപ്പോഴും ഓവർലോഡായിരിക്കും. തൽനിമിത്തം അതിൽ കയറിയിരിക്കുന്നവക്കു് നില്ക്കാനും വയ്യാ ഇരിക്കാനും വയ്യാ എന്നുള്ള അവസ്ഥയാണുള്ളതു്. ഇരിക്കുന്നവർ മൂട്ടകടികൊള്ളണമെന്നുള്ളതു നിശ്ചയം. കടിസഹിക്കാതെയാകുമ്പോൾ എഴുന്നേറുപോയാൽ പിന്നെ ഇരിക്കാൻ സ്ഥലം കിട്ടുകയുമില്ല. അതുകൊണ്ടു് ഇരുന്നു കടികൊള്ളുകതന്നെ വേണം. മൂട്ടയുടെ ഉപദ്രവം ബസ്സിൽനിന്നു് എത്രയുംവേഗത്തിൽ മാറേണ്ടതാണു്.

അതുപോലെ ബസ്സിലേ ടാപ്പുകൾക്കു ചോച്ചുയുള്ളതുകൊണ്ടു് അഴുക്കുനിറഞ്ഞ വെള്ളം മഴക്കാലങ്ങളിൽ ധാരാളമായി ബസ്സിനകത്തു വീണുകൊണ്ടിരിക്കും. അടിയിൽ മൂട്ടയുടെ കടിയും മുകളിൽ ഇപ്രകാരം വീഴുന്ന അഴുക്കുവെള്ളവും നിമിത്തം അതിലെ യാത്രക്കാർക്കു് വളരെ കഷ്ടത അനുഭവിക്കേണ്ടിവരുന്നു എന്നുള്ളതിൽ യാതൊരു സംശയവുമില്ല. യുദ്ധംനിമിത്തം നല്ല ബസ്സുകൾ വരുത്താൻ സാദ്ധ്യമല്ലെങ്കിലും ഒട്ടൊക്കെ ശ്രദ്ധിച്ചാൽ ഇതിനു കുറെയൊക്കെ പരിഹാരം വരുത്താവുന്നതാണു്.

തക്കലയ്ക്കും നാഗർകോവിലിനും മദ്ധ്യേ മുൻപു് ഒരു ഷട്ടിൽസർവീസുണ്ടായിരുന്നു. ധാരാളം ആളുകൾ ഗതാഗതം ചെയ്യുന്ന ഒരു റോഡാണു് തക്കല—നാഗർകോവിൽ റോഡ്. പഴയപടി ഷട്ടിൽ സർവീസ് വീണ്ടും തുടങ്ങുന്ന പക്ഷം അതു ജനങ്ങൾക്കു സൗകര്യപ്രദമായിരിക്കുമെന്നുമാത്രമല്ല, തന്നിമിത്തം മെയിൻ ലൈയിനിലുള്ള ഓവർലോഡിനു കുറെയൊക്കെ പരിഹാരമുണ്ടാകുമെന്നുള്ളതുമാണു്.

ട്രാൻസ്പോർട്ട ഡിപ്പാർട്ടുമെൻറിലെ കണ്ടക്ടർമാരെപ്പറ്റിയും എനിക്കു രണ്ടുവാക്കുപറയാനുണ്ടു്. ഗ്രാഡുവേറ്റുകളായും അണ്ടർഗ്രാഡുവേറ്റുകളായും അനവധി കണ്ടക്ടർമാർ ഇപ്പോൾ ഡിപ്പാർട്ടുമെൻറിലുണ്ടു്. ഡിപ്പാർട്ടുമെൻറും അതിലുള്ള മറുകുറെ ജോലിക്കാരെയും സ്ഥിരപ്പെടുത്തിയിട്ടുണ്ടെങ്കിലും കണ്ടക്ടന്മാരെ ഇതേവരെ സ്ഥിരപ്പെടുത്തീട്ടില്ല. എന്നാൽ അവരെക്കൂടി സ്ഥിരപ്പെടുത്തുവാൻ ആലോചനയുണ്ടോഎന്നറിയുന്നില്ല. ഇക്കാര്യവും ട്രാൻസ്പോർട്ട ഡയറക്ടർഅവർകളുടെ ശ്രദ്ധയിൽപ്പെടേണ്ടതാണു്.

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Mr. G. Narayana Aiyar: Sir, I support the demand, I do not agree with the sweeping remarks of my honourable friend, Mr. Narayana Kurup, about the working of this department. It is scant courtesy to the Head of the Administration as well as to the department to be told that it is a pet child of the Head of the Administration and then passing sweeping remarks and it is not in keeping with the dignity of the House. I would also like to say that the honourable member is not aware of the conditions outside the State to justify such remarks.

Another honourable member made a statement that there were more hands in the department than the travellers themselves.

Mr. K. S. Joseph: I did not say so.

Mr. G. Narayana Aiyar: Anyhow, what I say will make out that that was the trend of his statement. There must be more officers than buses if that was one of the defects pointed out since a bus could not be run without at least a driver and cleaner if not a conductor also. The administration of the department was said to be defective. But a reading of the Administration Report—paragraphs 17 and 18—will convince anybody that the work of the department has been very satisfactory in point of finance, profit, etc. "Establishment and supervision charges in all sections totalled Rs. 3,46,459-26-9, including all allowances. Although this represents an increase of approximately Rs. 46,000 due to annual increments and extra allowances, it is significant that this is only 16·3 per cent of the total expenditure as against 19 per cent in the previous year."

It can be seen from the General Administration Report that the total expenditure to the revenue will be about 32·5 per cent, whereas the expenditure in this department comes only to about 16·3 per cent. Again at page 9 of the report, profits are dealt with in para 97 d. A glance at the profit and loss account appearing in statement XI of the Report will show that the net profit after meeting all items of expenditure including contributions to Depreciation Fund and interest on capital at the rate of 4 per cent per annum amounted to Rs. 8,93,351-10-8. The capital invested up to the end of the year under review is Rs. 11,48,694-3-1 and the above profit, therefore, represents 77·8 per cent. on investment. There is no doubt that such a high percentage can never be dreamt of in normal times, but it is a clear indication of the extent of economy exercised in husbanding the finances of the department.

It can be seen that the department also looks after the needs and necessity of the people as far as it is now possible and had it not been for this department, most probably most of us would not have been able to reach the capital in time to attend the Sessions.

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When we compare the difficulties obtaining in railway travel, it will convince any one that the trouble that we undergo in travelling in the State Buses is not as much as we feel in travelling in the railway. Therefore, I can say that the department is trying as much as is possible to suit the convenience and comfort of the passengers and there are even now defects in it to be cured. It is gratifying to note that the department is endeavouring its best to see that maximum convenience is provided for the passengers and I must say that this aspect of their work is attended to most satisfactorily. It is also seen that concessions to a number of bona-fide students have been given. This comes to more than 50 per cent.

As regards the remedying of the defects I would submit, as has already been pointed out by other honourable members, that the issue of tickets should commence at least 15 minutes before the starting of the bus. This would relieve much difficulty in entering the buses. The ringing of calling bells to remind the passengers that the bus would be starting in fifteen minutes would also be an improvement in this direction.

More buses ought to be employed. But it is likely that in view of the circumstances that the war is said to be nearing the successful end, we will be getting more buses and that they will be made available to passengers.

If it is possible, the goods trains that leave Trivandrum for Shencotta may carry passengers in the passenger van that may be attached to it. This will relieve much of the congestion in all the buses.

Preference ought to be given to long distance travellers and not to short-distance travellers. Notwithstanding the inconvenience caused to certain passengers in this respect, this system would mitigate the congestion in travelling. Recently I had to travel in the railway train from Alwaye to Trichur a distance of about 30 miles. When I asked for a second class ticket, I was told that it could be purchased only if I travelled more than 100 miles. Though I had to travel only a smaller distance I should pay for the proposed distance of more than 100 miles, and I paid the fare and was then given a second-class ticket. But when I went to the second-class compartment, there was absolutely no space available. I therefore went to the third-class compartment, where I found that instead of 23 persons—the notified number of passengers that the van could carry—70 passengers were in the compartment with neither sufficient standing nor sitting space and confusion. Further, there was no police officer or any other officer of Government preventing over-crowding in this van. But there is no use of blaming the authorities on this matter. It is all left to the convenience of

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[Mr. G. Narayana Aiyar.]

passengers who are prepared to take risk most probably due to urgencies. Because of an urgent matter, a certain passenger might have to travel by a particular train, and therefore he must be prepared to undergo all the risks and inconveniences, attendant upon that journey. So, it is not fair to attribute these difficulties to the lack of supervision on the part of the department. But these difficulties could be limited to a certain extent. Restraints may be imposed to ease the situation and remedy the defects.

Mr. N. Ramamurti (*Superintendent of Road Transport*): Sir, the general discussion of the House seems to concentrate on the difficulties of travel at present. Recently in an American Journal I read a small piece of picturesque speech which says :—" War time travel is the most uncomfortable distance between any two points " If America says that I am afraid we have not got much to complain over the difficulties of travel.

Many honourable members have been suggesting that the advance booking of tickets at particular stations would benefit most of the travellers. As I have already indicated in the House the other day arrangements are being made both in Trivandrum and in Kottayam as an experimental measure for the advance issue of tickets 15 or 20 minutes before the departure of any particular bus and such ticket -holders will be permitted to enter an enclosed platform so that they may not be jeopardized by the onrush of other passengers who are not in possession of such tickets .

Mr. G. Revi Varma : Why not this system be adopted in Quilon also ?

Mr. N. Ramamurti : Facilities at the Quilon garage do not at present permit of any modification for the introduction of this system. Major alterations are necessary at Quilon garage to introduce this system.

Mr. T. M. Chidambarathanu Pillai: Nagercoil is a much better place for this.

Mr. N. Ramamurti : Even in Nagercoil the present position is that the bus-stand is facing the road and therefore such an enclosure is not possible because the buses cannot be taken into the enclosure to prevent the onrush of other passengers. But arrangements are being made at Nagercoil to acquire extra land to provide for such facilities.

Recently the department has issued an order limiting the loading capacity of certain types of vehicles. This limitation has been introduced with due regard to the tyre equipment of the vehicle, the maker's specification of its carrying capacity etc., and not with a view to giving comfortable travel facilities for passengers, the reason being that the maximum number of passengers

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would be carried in each bus in conformity with the safety of the vehicle.

There has been a complaint regarding certain bus stops, in certain major towns. In Trivandrum it has been complained that Pulimoodu and Statue have been abolished as bus stops. Pulimoodu for example, is a very busy centre and if buses are stopped there, it has been complained that it is a source of obstruction to normal traffic on the road and that is why Pulimoodu has been eliminated. The question of retaining the Statue as a bus stop is under the consideratiou of Government.

Regarding other bus stops, the reason for reducing the number of places of stoppage is that a lot of time is being wasted by the vehicles when they enter the town. It has, therefore, been proposed that bus stops should be reduced to a minimum and the people who come from 40 or 45 miles away should get down at a particular point and that they should make their own arrangements to go home from there.

The question regarding the issue of through tickets in ordinary buses between Trivandrum and Kottayam was raised If the honourable members would remember, there was a time when the authorities were issuing through tickets from Trivandrum to Kottayam when there was a through service from Trivandrum to Kottayam by ordinary buses with a change of crew only at Kottarakara. That system was deteriorating the vehicles considerably so that it was later abolished and the vehicles on the route to Kottarakara are now operating a shuttle service. In these circumstances, if the department issues through tickets for passengers from Trivandrum to Kottayam it cannot be possible for the department to guarantee seats from Kottarakara to Kottayam. But I can assure the House that as soon as the department is able to increase the number of vehicles and also to reduce the congestion in these vehicles it will introduce this through ticket system.

Another question that was raised was with regard to tarpaulin. I would inform the honourable House that this department had placed orders for large quantities of tarpaulin nearly nine months ago and due to the absence of transport facilities from the source of supply the tarpaulins have not yet been received. Every measure is being taken to expedite the transport and I am glad to announce that I have recently received a letter that it has been despatched by a steamer from Calcutta to Madras and that they are awaiting transport from Madras to Trivandrum.

Regarding compensation to the staff, one honourable member said that the department was not taking any interest in regard to the payment of such compensation to the injured members of the department. I should here say that the department has followed the rules of the Workmen's Compensation Act and has been paying compensation to the members of the staff who are injured

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[Mr. N. Ramamurti.]

while on duty. The particular case mentioned by the honourable member is being considered and steps will be taken in due course.

Another honourable member raised the question of breakdowns and mechanical staff in the department. It is possible that stories are told both for humour and for the purpose of vilification of the members of the staff. But I submit that this story of the mechanic who is unable to distinguish a brake from a breakdown is rather hard to believe. But I would mention that the mechanical staff cannot make the vehicle run but only replacements of parts can make the vehicle run. We are finding in spite of the control orders on the supply of parts, that essential parts are not easily available.

Regarding the question of bugs, I must say that towards the early days of the war we used to get a certain chemical which was very effective against bugs, but unfortunately that chemical is not now available. We tried various other local methods but they have not been very successful. In spite of the replacement of the ratan seats by wooden slate seats which we expected would reduce the number of bugs, unfortunately the bugs seem to have a greater liking to the passengers and their goods rather than to the seats!

The Thuckalay Shuttle service was being operated until such time as vehicles were available. Now that there is considerable shortage of vehicles, it has been withdrawn, and it will be brought into operation, when conditions improve.

Another point that was raised was that the goods vehicles operating on the bus routes would considerably reduce the volume or the weight of parcels carried on the buses. I am glad to inform the honourable House that two such goods vehicles are now operating on the routes and to a considerable extent they have reduced parcel and luggage loads on the vehicles.

Finally I come to a matter about which I am sure the honourable members will be pleased. We have just now received a consignment of thirty vehicles and arrangements are being made to build bodies on them and I expect that they will be put on the roads within about eight weeks. The first consignment of six vehicles will be operating by the first of next month and I expect that to a certain extent the present congestion will be relieved. It may be noted that these vehicles will be operating on charcoal gas and as such the number of passengers that will be permitted to enter the bus will be limited to thirty.

The question that Government be granted a sum of Rs. 42,97,529 under Demand XV—State Transport—was put and carried.

The grant was made.

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